

### **REMARKS**

Claims 1-6 are currently pending in this application. By the present amendment, claims 1-6 have been amended as noted above. The title has also been amended as suggested in the Action. Applicant submits that no new matter has been introduced into the application by these amendments.

### **OBJECTIONS TO THE SPECIFICATION**

In the Action, the Specification was objected to due to the title not being found to be descriptive of the invention. In response, Applicant has amended the title as noted above. The amended title incorporates the suggested change in the Action as well as a further reference to the modular bushings. In view of this change, Applicant respectfully requests withdrawal of the objection to the Specification and title.

### **CLAIM OBJECTIONS**

Claim 1 was objected to due to a minor informality. In response, Applicant has amended claim 1 as suggested in order to address this formality.

### **CLAIM REJECTIONS – 35 U.S.C. §103**

In the Action, claims 1-6 were rejected under 35 U.S.C. §103 as unpatentable over the combination of U.S. 4,832,664 to Groger et al. in view of U.S. 6,036,613 to Diehm. Applicant respectfully traverses this rejection.

As amended, claim 1 is directed to a tensioning or guide rail assembly which includes two metal bushings which are inserted into mounting holes of a plastic supporting body for a tensioning rail or a guiding rail of a chain drive of an internal combustion engine that is adapted to be mounted by screws extending through the

bushings and axially contacting a motor housing. The bushings are identical and each comprise a rotationally symmetrical body and are inserted into the mounting holes of the supporting body with an end section of the bushings facing the motor being provided with a circular step for a transition to a reduced exterior diameter. The supporting body includes a step with a reduced interior diameter located in each of the mounting holes on a side of the supporting body facing the engine. The bushings are preassembled with the supporting body, with the circular steps of the bushings axially held to the steps in the supporting body.

Groger et al. discloses a guide rail for chain drives which includes a generally constant diameter bushing (33) that is located in a plastic supporting body. The bushing (33) includes a centrally located collar (34) which holds it in position in the plastic carrier (4). However, Groger et al. failed to disclose two identical bushings which are inserted into mounting holes of the supported body, with an end section of the bushings facing the motor being provided with a circular step. Groger et al. also lacks a supporting body which includes a step with a reduced interior diameter located in each of the mounting holes on a side of the supporting body facing the engine. The only "step" of Groger et al. is the central collar (34).

Diehm fails to remedy these deficiencies in Groger et al. and is only relied upon for showing a bolt (29) extending through the bushing to axially connect the tensioning or guide rail assembly to the engine.

Neither of the cited references suggest or disclose the invention as recited in claim 1 or provide the advantage of using identical bushings for fixed and/or pivotal support of a tensioning or guide rail. Accordingly, withdrawal of the Section 103 rejection of claim 1 is respectfully requested.

Claims 2-6 depend directly or indirectly from claim 1 and are similarly patentable for the reasons noted above in connection with claim 1. Further, with

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respect to claim 6, there is no suggestion or disclosure in either Groger et al. or Diehm of a bead being located on a wall region of the reference bore and of the oblong bore that is received in a circular groove located in an outer surface of the inserted bushing. This provides the advantage of holding the bushing according to the invention in place so that the tensioning or guide rail can be preassembled, even in the case of the oblong hole which allows for movement of the guide or tensioning rail relative to the bushing once it is fixed to the engine using the mounting screw.

### CONCLUSION

If the Examiner believes that any additional minor formal matters need to be addressed in order to place the present application in condition for allowance, the Examiner is invited to contact the undersigned by telephone at the Examiner's convenience.

In view of the foregoing amendments and remarks, Applicant respectfully submits that the present application, including claims 1-6, is in condition for allowance, and a Notice to that effect is respectfully requested.

Respectfully submitted,

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